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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
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with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong Daily Press.

ESTABLISHED 1857

THE
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FOR 1908.

Complete Edition \$10.00
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Orders may be sent to the
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to the Local Booksellers.

No. 15,559. 一九五五五五九第一月二十八日正月三十三光 HONGKONG. SATURDAY, FEBRUARY 29TH, 1908. 六年禮 九二年二月二十八日正月三十三光 PRIZE, \$3 PER MONTH.


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A. S. WATSON & CO.
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GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$8.00 per cask ex Factory.
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CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
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BY Popular English Manufacturers. In
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SMOKERS, CIGARS, CHILLED
CIGARS, CIGARETTES, S.S.C. at \$6.37 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & CO.
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in Stock.

Developing and Printing Undertaken.
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WEEK DAYS.
7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
8.00 p.m. to 8.45 p.m. ... Every 10 minutes.
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8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.,
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9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
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10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
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Hongkong, 9th May, 1907.

577

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PURE WOOL, UNSHRINKABLE.

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\$6.00 \$8.50 \$10.00 PER SUIT.

BATH ROBES, DRESSING GOWNS,
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Hongkong, 1st February, 1908.

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THE HEAD and BRANCH OFFICES will receive any Order for
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Y. KUBO, MANAGER, HONGKONG,

No. 5, Queen's Road Central.

Hongkong, 27th November, 1907.

51884

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BRANDY ★★ ★ \$21.50

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524

CHAMPAGNE
G. H. MUMM & CO.,
THE MOST POPULAR WINE.

Can be had in the following qualities—

EXTRA DRY (Gout Americain)
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SALES IN THE UNITED STATES EXCEED THE TOTAL OF ALL OTHER BRANDS.

SERVED IN ALL CLUBS AND FIRST-CLASS HOTELS, AND OBTAINABLE AT ALL WINE MERCHANTS IN THE COLONY, AND FROM SHEWAN, TOMES & CO., SOLE AGENTS.

Hongkong, 1st June, 1907.

5173

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PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.

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DIRECTORY and CHRONICLE of CHINA, JAPAN, STRAITS SETTLEMENTS, &c. \$10.00 & \$6.00 COLONIAL EDITIONS OF NOVELS \$1.75 EACH 3 FOR \$5.00.

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These Three, by Reynolds. Gardening of Hongkong, by Tatcher 1.00

5181

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\$14 PER DOZEN.

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MADE BOTTLED IN SCOTLAND
FROM THE ORIGINAL RECEIPT OF 1746.

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UNDERTAKE to Supply a First-class Full-sized BILLIARD TABLE, design No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels to Carved Bracket Knees, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible Pocket Plates best Whippord Pockets, Six Chalk Cups, Superfine West of England Cloth, and patent adjusting toes, with lever for levelling, complete with the following accessories:

12 Selected Ash Cues.

1 Wall Cue Rack.

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1 Wall Butt Rack.

1 Set Billiard Rules, Framed.

1 Best Billiard Brush.

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1 Billiard Marking Board.

1 Dust Cover for Table.

1 Straightedge and 3 Circles.

1 Best Spirit Level.

1 Smoothing Iron with Shoe.

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of

Re. 1,400 nett.

Illustrated price lists giving prices and particulars of everything pertaining to billiard

can be had on application from the Offices of this paper.

Hongkong, 1st April, 1904.

5197-1

UNDERTAKE to Supply a First-class Full-sized BILLIARD TABLE, design No. 1, to following Specification, viz.: On Eight Massive Turned Legs, raised panels to Carved Bracket Knees, Screwed Mouldings, double bolted, best Welsh Slate Bed, extra heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible Pocket Plates best

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BY APPOINTMENT TO HIS
EXCELLENCY THE GOVERNOR AND
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FOR THE FINE PRODUCTS OF
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The Fine Products of BURROUGHS WELLCOME & CO. are prescribed by leading Physicians all over the World.

A. S. WATSON & CO.
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CHEMISTS AND DRUGGISTS.

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

Hongkong, 26th February, 1908.

many issues one after another is not a commonplace occurrence, and it was bound to arouse in many minds the suspicion of an excessive desire for credit. This suspicion has been mooted and repeated now till it has established itself as a fact, and so the South Manchurian Railway offer has not met with the welcome it would otherwise have got. That is not the only reason, however. The *Times* correspondent says that

An English physician who had an interview with "Ooids" a week before her death, suggested to her that the thought of all the pleasure which her books have given to so many thousands of readers must be exceedingly comforting to her in her illness. "Ooids" replied: "I neither appreciate now, nor, indeed, have ever appreciated the applause of the public. My sole motive for writing has always been the pleasure of seeing myself in print."

The main boulevards of Paris were thronged at midday on January 28th to see the start of four racing motors, three French, and one Italian, which left for Havre en route for New York, where they will join other cars competing in the overland race from New York to Paris by way of Alaska and Siberia. Two of the French competitors took part in the Peking to Paris race. Considerable scepticism prevails in motor racing circles as to whether any of the contestants will overcome the combined difficulties of Alaska and Siberia.

Mme. Ruski, widow of a Russian captain, who was killed at Port Arthur, is bringing a civil action against Mme. Stossel, to recover the sum of 2,000 rubles. On the death of her husband, Mme. Ruski left Port Arthur and presented her two cows to Mme. Stossel on the understanding that the milk should be given to the sick and wounded. Mme. Ruski now alleges that Mme. Stossel sold the milk to her own profit at one ruble a bottle, and on the day before the capitulation offered the animals for sale to a tradesman named Suvoroff, who, however, refused to make a bargain with her, as he suspected that surrender was imminent.

Sir Christopher Furness, interviewed by an "Express" representative, declared that it would be to the advantage of employers if the shipbuilding depression were relieved. Indications, said Sir Christopher, "point to a long and very serious depression. People investing money in companies entirely concerned with shipbuilding have had very hard times. How can shipbuilders be expected to go on building? Shipbuilding is too specialised now for speculative building." Referring to the loss of time caused by sectional disputes in the yards, Sir Christopher said the delivery of three large steamers building at his yard at Hartlepool was delayed three months from this cause. For the same reason, an order for four steamers for definite delivery was lost. He insisted that matters of dispute should be argued and settled by the men's unions and the employers.

Police Inspector Kerr leaves for Australia to-day on leave of absence.

The German Mail of 29th January was delivered in London on the 27th inst.

Lady Lungard journeyed to Kowloon City yesterday afternoon and presented the prizes to the successful children at the C. M. S. Victoria Home and Orphanage.

A man bought four ounces of laudanum at Blackrock, County Dublin. He came back and disputed the change, but later was found dead with the empty poison bottle beside him.

At the Y. M. C. A. rooms to-night Mr. J. L. Macpherson will deliver a lecture on his trip in the interior of China. The lecture, which starts at nine o'clock, will be illustrated with lantern views, and the public are invited.

It is reported at Halifax (Nova Scotia) that arrangements are being made by the Imperial Government to test the all-British route by way of Canada for the transport of troops by bringing a regiment from the East to England over the route, and taking steamer at Halifax.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals acknowledges with thanks the following donations to the funds of the Hospitals:

Standard Oil Co. of New York ... \$30
Grossmann & Co. ... 25

An inquiry was conducted at the Magistracy yesterday by Mr. H. H. J. Goempert into the circumstances attending the death of a prisoner in Victoria Gaol the previous day. Deceased was committed to prison a few weeks before on a charge of stealing opium, was consumptive, and as the medical evidence was to this effect, a verdict of death from natural causes was returned by the jury.

Some comment was made at the Supreme Court yesterday when it was discovered that a European, who was under arrest for debt, was brought to the court by an Indian warden. He was prosecuted against by the Mutual Stores for \$200, and admitted the debt, explaining that when he had money to pay the debt he could not find anybody to receive it. Now he was out of work. An order was made for payment.

By kind permission of Major E. W. B. Stephenson and Officers Commanding, the band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner, at the Hongkong Hotel, this (Saturday) evening, 29th February, 1908.

March "Hands across the Sea" ... Souza
Valse "Un Peu, Beaucoup, Passionately" ... Paul Fauchey
Selection "Veronica" ... Messenger
Song "Land of My Fathers" ... James
Overture "The Barber of Seville" ... Rossini
Cavotte "Kongis" ... Herman Roh
"Reminiscences of Wales" ... And. F. Godfrey
Galop "Light as a feather" ... Niccol
Regimental Marches.

God bless the Prince of Wales.

God save the King.

DINNER MENU—Bors-D'Eau—Anchovy

Canapes. Soup—Celeri. Fish—Fried Sole, Mafra d'Hotel. Entrees—Rolled Shoulder of Mutton and Mincemeat, Or Tongue (Italian Style), Lobster Patties. Curry—Mashed Joints, Roast Ribs of Beef and Horseradish, Roast Capon and Sausage, Boiled and Corned Round of Beef and Carrots, Cold Leicester Pie and Mixed Salad. Sweets—Macaroni Pudding, Maraschino Ices, Cream and Finger Cakes, Tippy Cake, Scotch Woodcock. Dessert—Coffee, Fru.

TELEGRAMS.

BUXTON'S SERVICE.

THE JAPANESE IN BRITISH COLUMBIA.

LONDON, February 26th.

The Columbian Full Court has upheld the decision of the Chief Justice on The Immigration Act.

THE SITUATION IN MACEDONIA.

LONDON, February 26th.

Parliament has debated the situation in Macedonia. In the House of Lords, Lord Fitzmaurice admitted that the situation was as yet undigested; securities has much force. On consideration, however, does not the necessity for such a criticism reflect more severely on the state of European markets than on the Japanese? Had markets here been in a sounder and more normal state the South Manchurian Railway Debenture issue would have been recognised as one of the most attractive securities ever offered to the public. In the first place, there is the unconditional guarantee of the Government of Japan, a Government at whom Five per Cent, bonds stood considerably over par only a short time ago, and which will assuredly go back to a yet higher level before very long, notwithstanding the gloomy anticipations with which the Press is now filled. Secondly, the whole of the money subscribed—unlike most other Government loans—goes direct into reproductive and remunerative work. The South Manchurian Railway Company, half the share capital of which is held by the Japanese Government, and which is entirely under their control, is destined to become one of the most profitable enterprises of the world. Whoever owns it—and as just stated, the Japanese do—controls and practically owns South Manchuria, one of the richest countries in natural resources on the face of the earth. Whether it is in the interests of England and England's trade that Japan should have successfully assumed this control over these regions is another question, but it has nothing to do with the point that the more money Japan raises for the South Manchurian Railway at anything like 5 per cent, the better for her; and that the recent issue, so far from being an additional load of debt, was really an addition to her resources. Even in its present primitive state the South Manchurian Railway pays its way and is no burden to the State. Many millions are still required for the full development of the railway, the collieries, and other natural resources of the country, but investors can rest confident that quite apart from the Government guarantee, they possess a security which will yield a return on capital of many times the amount necessary for the service of the debt.

Count Metternich said that the German Government seriously hopes that steps may be taken by the Powers to terminate the massacres in Macedonia, to which end German policy was directed until action effected reforms.

JAPAN IN MANCHURIA.

LONDON, February 26th.

A Japanese official statement, which has been published in London, says that the matter in dispute re the South Manchurian railway is not connected with the question of the "open door." Japan cannot afford to allow the construction of the Chinese line, and intends to hold China to her solemn undertaking under the treaty of 1905.

LATER.

Reuter's Telegram Co., Ltd., is informed that Sir Edward Grey has intimated to Japan that he recognises the validity of the Japanese contention regarding the South Manchurian railways, but it remains for the contractors to prove to Japan that the proposed new Chinese line will be a feeder and not a competitor to the Japanese railway.

THE NORDDEUTSCHER LLOYD.

LONDON, February 26th.

The Norddeutscher Lloyd, for an additional subsidy of £26,000 yearly, establishes a regular monthly service between Sydney, New Guinea, Hongkong and Japan, and will resume the New Guinea-Singapore service.

MR. GEORGE CLAUSEN ELECTED
AN R.A.

Mr. George Clausen, A.R.A. was elected a Royal Academician, to fill the vacancy caused by the death of Mr. G. F. Bodley, R.A.

Mr. Charles Sims was elected an Associate.

Mr. P. A. J. Dagnan-Bouveret, painter, and M. Antonin Marais, sculptor, were elected Honorary Foreign Academicians.

Mr. George Clausen, the new R.A., was born in London, and he has always found among Londoners some of the most devoted admirers of his lovely landscapes. In 1887, when he was fifteen years old, he went to the South Kensington Schools, and studied there for six years.

He was also for a time in the studio of the late E. Long, R.E., and in Paris studied under Bouguereau and Fleury. His thorough training helped him to win prominence when very young as a master of technique, and art lovers will always hold his "Girl at the Gate," which was purchased by the Chantrey Bequest in 1890, and now hangs in the Tate Gallery, very high in the ranks of the nation's pictures.

Mr. Clausen won medals in Paris in 1889 and 1900, at Chicago in 1893, and in Brussels in 1894. Despite his honours he is as modest as ever a painter was. "I am learning to paint," he says.

Mr. Charles Sims, the new A.R.A., is thirty-four years old. He began life in a commission agent's office in Paris.

"Childhood," his picture in 1896, was bought in 1900 for the Musee de Luxembourg, Paris, and obtained a medal at the Salon. He has pictures in the municipal collections of Leeds, Durban, Pietermaritzburg, and in New South Wales.

GERMAN COLONIES.

DEVELOPMENT SCHEME.

An official of the Hessian Ministry for Irrigation and Waterways, Herr Schmid of Darmstadt, has been deputed by Herr Dernburg, the Colonial Minister, to travel in certain parts of the German African Colonies with a view to the development of the irrigation system.

Herr Schmid, who was to leave on Jan. 20, will go first to Lüderitz Bay, whence he will proceed into the interior. There is a project for erecting a great dam in the southern part of the colony, about forty miles south-west of Keetmanshoop, in front of the Karas Mountains. The course of the Lion River (Loewenfluss) is here. This river runs into the Great Fish River, the waters of which unite with the Orange River. On the Lion River is a rocky ravine, and here it is proposed to construct a dam to hold up 2,000,000 cubic metres of water, if the plan be found feasible. The water thus collected is to be used for the irrigation of the neighbouring lowlands. This district would, properly watered, be divided up into small farms and leased by the Government. A small commission of technical experts is already on the Lion River making a preliminary inspection of the conditions.

Herr Schmid will subsequently travel through the Cape Colony to German East Africa, where he will also inspect the rivers of the Colony.

The German Colonial Society is offering through its president, Duke John Albert of Mecklenburg, a prize of £300 for the discovery of a treatment to render cattle immune against the sting of the tsetse fly.

LOCAL SPORT.

AN INTERNATIONAL MATCH FOR
ST. DAVID'S DAY.

ENGLAND V. WALES.

In response to the effort to raise both an Association and a Rugby team to meet the Hongkong Club, a team representing Wales in soccer has been formed but the Rugby match has been cancelled. The game is timed for 4.30 p.m. this afternoon on the ground of the Hongkong Football Club and the following will represent England:—F. H. Kew; W. G. Worcester and H. L. Garrett; A. Gregory, F. C. Hall and L. Linton; R. D. Atkinson, M. A. David, O. Eager, R. R. Turner and J. H. Head (Capt.).

The following will represent Wales:—E. Owen, C.S.M., R.G.A.; G. Evans, R.G.A., and C. B. Buonam; M. W. Bishop, E. Humphreys and S. R. Jones; W. H. Williams, J. Gudlie, David J. Williams "Waterwitch," A. E. Thomas "Tamar" and E. Coyne.

CRICKET.

HONGKONG CRICKET CLUB.

The match against the "Garrisons" postponed from Saturday last will be played to-day at 12 o'clock noon. The Club will be represented by the following players:—Messrs. R. Hancock, W. C. D. Turner, T. E. Pearce, H. R. Makin, A. A. Claxton, R. O. Hutchinson, Hon. Dr. J. M. Atkinson, E. H. Hinde, E. A. Fowler, F. H. Stevens and W. F. Brewer.

CRAIGNEWGOWE R. G.A.

This match will take place to-day at 2.15 p.m. on the Military ground. The following will represent the Craignewgowe Club:—L. E. Lammet (Capt.), R. Bass, A. O. Brown, H. L. Macdonald, G. A. Hancock, G. Evans, E. Irving, R. Pestonji, L. A. Ross, M. E. Agar, and Dr. F. H. Kew.

HONGKONG CRICKET LEAGUE.

LEAGUE TABLE.

CLUB.	PLAYED	WON	LOST	DRAWS	POINTS	PER CENT.
Craignewgowe	14	10	3	1	7	53.54
R. G. Artillery	13	9	3	1	50.00	39.07
Telegraphs	13	8	5	0	3	23.08
Civil Service	13	6	4	3	2	20.00
H. K. Police	14	8	6	0	2	11.29
Kowloon	15	7	6	2	1	7.69
Hongkong "A"	13	4	7	2	3	7.37
3rd Middlesex	16	3	13	0	10	62.50
Departmental Corp	16	3	13	0	10	62.50

OUTCOME OF THE AMOY CASE.

NATIVE MERCHANT CHARGED WITH
PERJURY.

As an outcome of a trial in a civil action heard before the Chief Justice, and known as the Amoy case, Lam Tung-fai was indicted before Mr. F. A. Hazelton at the Magistracy yesterday on a charge of perjury. Mr. F. B. L. Bowley, Crown Solicitor, prosecuted, and Mr. G. K. Hall Brunton of Messrs. Branton and Hett) appeared for the defendant.

Mr. Bowley traced the facts leading up to a recent trial before his Lordship the Chief Justice. The defendant, after being duly declared at the trial, had denied that he had sent, or had authorised to be sent, a telegram from the Wing Fung firm of Amoy to the Ng Yuen Hing firm of Hongkong. Council proposed to prove that the defendant had sent the message. The Chief Justice had ordered the arrest of all the Amoy witnesses.

Evidence was called and the hearing adjourned.

THE COMPLEAT GOURMET.

No man living probably has such a varied "taste" as Lieut. Colonel Newnham-Davis. He has eaten everything that is on or off the menu of almost every land.

Strange and weird dishes which the beefed man would look at with aversion are regarded by him as succulent delicacies. It is this catholicity of "taste" that has made him the prince of gourmets, the darling of the chefs, and the greatest English authority on what to eat and how to eat it. He is just bringing out a new edition of "The Gourmet's Guide to the Art of Eating."

He named to an "

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
MOJI, KOBE and YOKOHAMA	Capt. G. W. Cookson, R.N.R.	About 29th Febr.	Freight only.
SHANGHAI, MOJI, KOBE, BORNEO and YOKOHAMA	Capt. G. W. Gordon, R.N.R.	About 1st March	Freight and Passage.
AMSTERDAM, LONDON and PORT SAID	Capt. W. B. Hickey	On 6th March	Freight only.
SHANGHAI	Capt. G. H. C. Weston, R.N.R.	About 6th March	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	Capt. C. L. Daniel	Noon, 7th March	See Special Advertisement.
MARSEILLES LONDON, and ANTWERP	Capt. F. J. Fox	About 11th March	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 28th February, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI, WEIHAIWEI & TIENTSIN	"YOCHEW"	On 29th Febr., 4 P.M.
MANILA	"HUICHOW"	On 1st Mar., 10 A.M.
SHANGHAI	"TAMING"	On 3rd Mar., 4 P.M.
CEBU and ILOILO	"KUINKANG"	On 5th Mar., 4 P.M.
NINGPO and SHANGHAI	"SUNGKJANG"	On 4th Mar., 4 P.M.
MANILA, ZAMBOANGA, POET DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAunceston, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"LIANGCHOW"	On 5th Mar., 4 P.M.
MANILA	"TAIYUAN"	On 6th Mar., 4 P.M.
EBU and ILOILO	"TEAN"	On 10th Mar., 4 P.M.
• The attention of Passengers is directed to the superior accommodation offered by these ships, which are fitted throughout with Electric Light. Unrivalled Table.	"KAIFONG"	On 20th Mar., 4 P.M.
• Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
• Taking Cargo and Passengers at through rates at all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to	BUTTERFIELD & SWIRE, AGENTS	11

Hongkong, 29th February, 1908.

LAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

NAKING Cargos through Batao to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa and other Mediterranean, Antwerp, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's Arabian and Persian Services to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBIA ... 29th Febr.

SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ... 7th March.

FOR ROTTERDAM & HAMBURG: S.S. BRASILIA ... 15th March.

FOR MARSEILLES, PLYMOUTH, HAVRE & HAMBURG: S.S. 17th March.

SHANGHAI, YOKOHAMA & KOBE: HOHENSTAUFEN ... 25th March.

S.S. SILESIA ... 24th March.

COAST SERVICE: FOR HAVRE, BREMEN & HAMBURG: S.S. SAMBIA ... 2nd April.

LYDIA ... FOR CHINKIANG & WUHU ... On 4th March.

KOWLOON FOR TSINGTAU, NAGASAKI & VLADIVOSTOCK On 5th March.

Further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong, 29th February, 1908.

Hongkong Office. 12

Further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong, 29th February, 1908.

Hongkong Office. 12

Further Particulars, apply to

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINES.

FOR

ILIA, FRIEDR. WILHELMSEN, FEN, SIMPSONHAFEN, MARAI, BRISBANE, DNEY and MELBOURNE, NGHAI, NAGASAKI, KOBE, YOKOHAMA, GENOA, ALGIERS, BRALIAR, SOUTHAMPTON, TWERP & BREMEN, AT and SANDAKAN, BORNEO, Capt. F. SEMBIL

STEAMERS

TO SAIL

"PRINZ SIGISMUND" Tuesday, 3rd Mar., at 6 P.M.

"PRINZ LUDWIG" About Tuesday 3rd March.

"GOEBEN" Wednesday, 11th Mar., at NOON.

"WILHELMI" Middle of March.

or further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th February, 1908.

5

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

FOR

THE CO. S. S. LEAVING KAO DIRECT "ROKU MARU" SATURDAY, 29th Febr., at 9 A.M.

MSUI VIA SWATOW "DAIJIN MARU" SUNDAY, 1st March, at 10 A.M.

INGHAI VIA SWATOW "SHOSHU MARU" TUESDAY, 3rd Mar., at 10 A.M.

Steiners have excellent accommodation for First and Second Class Passengers, and throughout with electric light. First-class Saloon Arrangements, Unrivalled Table.

Freight, Passage, and further information, apply at the Company's local Branch Office, No. 1, Queen's Buildings.

Hongkong, 29th February, 1908.

T. ARIMA, Manager.

13

STEAMERS

TO SAIL

"KAWACHI MARU" TUESDAY, 4th March,

"SANUKI MARU" WEDNESDAY, 18th March,

"AKI MARU" THURSDAY, 31st March,

"TAKASAKI MARU" WEDNESDAY, 4th April,

"IYO MARU" TUESDAY, 17th March,

"YAWATA MARU" FRIDAY, 26th March,

"NIKKO MARU" SATURDAY, 7th April,

"TAKASAKI MARU" WEDNESDAY, 18th March,

"NIKKO MARU" WEDNESDAY, 18th March,

POST-OFFICE NOTICE

Revised Postal Guide for 1908, now on sale. Price 50 cent each.

The Polynesia, with the French mail of the 31st January, and the Supplementary mail of the 1st February, left Saigon on Friday, the 26th instant, at noon, and may be despatched from Hongkong on the 28th December.

PSR
DATE
Takao
Quang Chow, Wan, Hoihow, Pakho, and
Haiphong
Swatow and Bangkok
Swatow, Singapore and Bangkok
Moj, Kow, Yokohama, Victoria, U.C. and
Tasmania
Manila
Singapore, Penang and Calcutta
Shanghai, Yokohama, Kobo and Moji
Port Darwin, Thursday Island, Cook-
town, Cairns, Townsville, Brisbane, Sydney,
Hobart, Launceston, New Zealand, Mel-
bourne, Adelaide, Perth and Fremantle

SHANGHAI, NAGASAKI, KOME, YOKOHAMA,
HONOLULU and SAN FRANCISCO
(Supplementary mail on board up to the
time fixed for departure of the mail.)
Extra Postage 10 cents)

Macau
Shanghai
Kobe
Itakushima Maru
Hong Moh
Amoy
Moj, Yokohama and Kobo
Swatow
Hoihow, Singapore and Bangkok
Hoihow and Pakhoi
Saigon
Weihsien and Tientsin
Swatow, Amoy and Tamsui
Singapore
By Courtesy of the Captain
Swatow, Amoy and Foochow
Shanghai
EUROPE, &c. India via Tuticorin
(Late Letters 11.00 A.M. to Noon, Extra
Postage 10 cents).
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract until)

No late fee.

ERNEST SIMONS, Gregory Apcar

Singapore, Penang and Calcutta

CHAMPAGNE
PIPER-HEIDSIECK
Agents Name of JESSICA (See at 178)
EUROPEAN & ASIAN AGENTS
REIMS
FRANCE

SOLE AGENTS FOR CHINA:

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

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FOR PROTECTION
of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks
of Piles, Wharf and Dock-Timbers, i.e. of any kind of
Woodwork temporarily or permanently submerged in Sea-
Water; as well as for Protection of all exposed Woodwork

USE ONLY

KENNON'S TEREDO-PROOF

AND

WOOD-ARMOR PAINT

A peerless Wood Preservative and insoluble Paint, given in Sea-Water ABSOLUTE
PROTECTION against the "Teredo," and all other Marine-Forces-Worms; will make
Exposed Wood proof against the ATTACKS of the WHITE ANT, etc. It can be applied
by ordinary unskilled labour.

For prices and further information apply to

GEBRUEDER ROESE, (Reese Brothers) Swatow.
General Agents for the East.

1547

VESSELS EXPECTED

THE FRENCH MAIL

The M.M.s. *Polynesien* with the French Mail
of the 2nd inst. and Mails from London of the
1st instant, left Colombo on 21st inst., and may be
expected here on or about the 2nd prox. p.m.

The I.G.M.s. *Marie* left Sydney on
Tuesday, 11th inst. p.m., and may be expected
here on or about the 4th prox.

THE GERMAN MAIL

The I.G.M. str. *Prinz Ludwig* carrying the
German Mail, with dates from Berlin of the
1st inst., left Colombo on 21st inst., and may be
expected here on or about the 2nd prox. p.m.

The I.G.M. str. *Mauda* left Sydney on
Tuesday, 11th inst. p.m., and may be expected
here on or about the 4th prox.

THE INDIAN MAIL

The Apur str. *Catherine* Apcar from Calcutta
left Singapore on the afternoon of the 26th inst.,
and may be expected here on or about 3rd prox.

The Indo-China str. *Fooksoong* left Calcutta
for this port via the Straits on 22nd inst., and
may be expected here on or about 9th prox.

THE CANADIAN MAIL

The C.P.R. str. *Empress of India* left
Vancouver p.m. on Tuesday, the 18th inst. for
Hongkong via the usual ports of call.

MECHANT STEAMERS

The H.A.L. str. *Samba* left Singapore on
20th inst. at 2 p.m., and may be expected here
to-day a.m.

The Danish str. *Tranquebar* left Colombo on
Friday, the 14th inst. a.m., and may be expected
here to-day.

The Mogul str. *Pathan* left Singapore on
21st inst., and should arrive here to-day.

The P. & O. str. *Palma* left Singapore for
this port on the 22nd inst. at 11.30 a.m.

THE FRENCH MAIL

The Polynesia, with the French mail of the 31st January, and the Supplementary
mail of the 1st February, left Saigon on Friday, the 26th instant, at noon, and may be
despatched from Hongkong on the 28th December.

THE FRENCH MAIL

The Polynesia, with the French mail of the 31st January, and the Supplementary
mail of the 1st February, left Saigon on Friday, the 26th instant, at noon, and may be
despatched from Hongkong on the 28th December.

JOINT STOCK SHARE.

Hongkong, February 28th.

COMPANY.	PAID UP.	QUOTATIONS.	HONGKONG HOTEL.	VISITORS AT HOTELS.	SHIPPING IN PORT.	
Alambra	Rs. 200	Nominal.	Mr. P. R. Adams Mr. A. Astalton Mr. & Mrs. B. Barberette Mr. H. G. Battiscombe Mr. E. B. Beattie Mr. C. Becker Mr. & Mrs. S. Bisney Miss Bisney Mr. G. D. Black Mr. O. Blau Mr. A. B. Blum Mr. F. Bonnet Mr. E. Bonnard Mr. T. Bradford Mr. F. G. Brighton Mr. G. L. Brighton Mr. & Mrs. C. B. Brooke Mr. F. C. Brown Mr. E. Bucking Mr. J. H. Bulmer Mr. E. C. Burges Mr. E. W. Carpenter Mr. E. Carter Mr. J. M. Cornick Mr. E. Clarke Miss Colins Mr. H. E. Colvin Mr. & Mrs. R. M. Cowine Mr. W. A. Crake Mr. A. H. Crook Mr. J. C. Crookshank Mr. F. E. Dalton	Mr. R. M. Joseph Mr. & Mrs. E. S. Joseph Mr. A. Keating Mr. & Mrs. C. Korr Mr. B. Lande Mr. W. Lawrie Mr. E. A. Leggett Mr. W. Lightfoot Mr. R. B. Lovien Mr. A. C. Little Mr. & Mrs. W. Logan Mr. R. T. Matheson & child Mr. R. M. McCrow Mr. G. C. McIntosh Capt. and Mrs. H. Metzenthin Mr. & Mrs. W. Miller Mr. & Mrs. W. F. Neighbour Lt. and Mrs. E. R. Nicholson Mr. A. Nielsen Mr. and Mrs. A. Nightingale & maid Mr. E. Nitsam Mr. H. N. Newell Mr. E. O'Neill Mr. D. Page Mr. & Mrs. Parker Mr. & Mrs. Parker Mr. & Mrs. Parker Mr. H. Peiser Mr. and Mrs. T. L. Perkins Mr. F. C. Dennis Mr. B. E. Fehman Mr. V. Einstrom Lord & Lady Friend Mr. H. G. Fisher Mr. S. Fletcher Mr. J. B. Franklin Mr. E. B. Frost Mr. Denman Fuller Mr. E. G. Furtach Mr. E. G. Gibb Mr. A. W. Golgele Mr. & Mrs. H. Pettis Miss Pettis Mr. W. A. Howell Mr. C. M. Preschaw Mr. A. J. Pugh Mr. E. Ralphs Mr. B. H. Ray Mr. F. K. Ritson Mr. C. B. Robinson Mr. & Mrs. T. Saunders Capt. W. S. Scott Mr. C. E. Shiads Mr. J. Spitalis Mr. L. Stansfield Mr. G. Stanton Mr. W. T. Stabbing Rev. A. J. Stevens Mr. G. F. Startevant Mr. I. Syrap Mr. and Mrs. G. Thourou de Thysa Mr. E. Thysa Mr. G. W. Tullidge Mr. & Mrs. Tyler Mr. E. R. Vida Mr. and Mrs. F. G. White & nurse & inf. Mr. and Mrs. G. B. Wilkins Mr. A. Wilson Mr. G. Wood Mr. J. D. Woods	Mr. H. Peiser Mr. & Mrs. E. S. Joseph Mr. A. Keating Mr. & Mrs. C. Korr Mr. B. Lande Mr. W. Lawrie Mr. E. A. Leggett Mr. W. Lightfoot Mr. R. B. Lovien Mr. A. C. Little Mr. & Mrs. W. Logan Mr. R. T. Matheson & child Mr. R. M. McCrow Mr. G. C. McIntosh Capt. and Mrs. H. Metzenthin Mr. & Mrs. W. Miller Mr. & Mrs. W. F. Neighbour Lt. and Mrs. E. R. Nicholson Mr. A. Nielsen Mr. and Mrs. A. Nightingale & maid Mr. E. Nitsam Mr. H. N. Newell Mr. E. O'Neill Mr. D. Page Mr. & Mrs. Parker Mr. & Mrs. Parker Mr. & Mrs. Parker Mr. H. Peiser Mr. and Mrs. T. L. Perkins Mr. F. C. Dennis Mr. B. E. Fehman Mr. V. Einstrom Lord & Lady Friend Mr. H. G. Fisher Mr. S. Fletcher Mr. J. B. Franklin Mr. E. B. Frost Mr. Denman Fuller Mr. E. G. Furtach Mr. E. G. Gibb Mr. A. W. Howell Mr. C. M. Preschaw Mr. A. J. Pugh Mr. E. Ralphs Mr. B. H. Ray Mr. F. K. Ritson Mr. C. B. Robinson Mr. & Mrs. T. Saunders Capt. W. S. Scott Mr. C. E. Shiads Mr. J. Spitalis Mr. L. Stansfield Mr. G. Stanton Mr. W. T. Stabbing Rev. A. J. Stevens Mr. G. F. Startevant Mr. I. Syrap Mr. and Mrs. G. Thourou de Thysa Mr. E. Thysa Mr. G. W. Tullidge Mr. & Mrs. Tyler Mr. E. R. Vida Mr. and Mrs. F. G. White & nurse & inf. Mr. and Mrs. G. B. Wilkins Mr. A. Wilson Mr. G. Wood Mr. J. D. Woods	AKI MARU, Japanese str., 8,995, M. Yagi, 25th February—Kobe and Shanghai, 10th Feb., General—Nippon Yusen Kaisha. ANTONIO, British str., 3,985, Hazeland, 21st February—Shanghai, 13th Feb., General—Batterfield & Swire. ABERDEEN ARCA, British str., 2,931, A. Stewart, 26th Feb.—Calcutta via Straits and Singapore, 29th Feb., General—David & Son & Co., Ltd. ABE, British str., 4,375, Harry Gaubroer, 23rd February—San Francisco 21st Jan. and Manila 21st Feb., Matsis and General—O. & S. S. Co. CHEDDING, British str., 1,256, F. W. Hesler, 15th February—Chincote via Weihaiwei 10th Feb., General—Jardine, Matheson & Co. CHILOE, Norwegian str., 1,102, H. Nielsen, 25th February—Bangkok 17th February, General—Batterfield & Swire. CHOWTAI, German str., 1,115, W. Mollermann, 25th February—Bangkok via Swatow 24th Feb., Rice, Teak & Teakwood—Batterfield & Swire. CYCLOPS, British str., 5,748, H. C. Harris, 23rd February—Tacoma via Moji 19th Feb., General—Batterfield & Swire. DAGNY, Norwegian str., 8,000, A. Abrahamsen, 4th February—Saigon 13th Feb., Rice—Asgard, Thoresen & Co. DALY, M.L.B., Japanese str., 1,560, I. Sakurai, 26th February—Swatow 25th February, General—Osaka Shosen Kaisha. DARFORD, British str., 3,272, W. G. MacArthur, 25th February—Kobe 20th Feb., General—Gibb, Livingston & Co. EMPEROR OF CHINA, British str., 3,048, R. Archibald, E.N.R., 13th Feb.—Vancouver, B.C. 25th Jan. and Shanghai 11th Feb., Mails and General—Canadian Pacific Railway Co. ENTIN, German str., 1,199, Langshawan, 11th February—Tsingtao 6th February, Coal—Jabon & Co. GREGORY ARCA, British str., 2,961, S. H. Bolso, 25th February—Moji 21st Feb., General—David Sasse & Co., Ltd. HALIOS, Dutch str., 1,070, Halscher, 15th February—Balik Papan 6th February, Liquid Fuel—Asiatic Petroleum Co. HALYARD, Norwegian str., 1,078, R. Ranneberg, 26th February—Dalat 21st Feb., Beans—Order. HADING, British transport, 5,432, Vale, 25th February—Calcutta 12th February. HONGKONG, French str., 74, A. Corneille, 24th February—Haiphong and Hoihow 19th Feb., General—Batterfield & Swire. HUCHIN, British str., 1,261, E. Forster, 26th February—Haiphong and Hoihow 19th Feb., General—Batterfield & Swire. HUEH, British str., 1,202, G. J. Spik, 26th February—Haiphong and Hoihow 24th Feb., General—Batterfield & Swire. ISUKUSHIMA MARU, Japanese str., 2,838, 22nd February—Singapore 14th Feb., Chinese. JOHANNES, German str., 900, I. P. N. 18th Feb., Saigon 13th Feb., General—Jardine, Matheson & Co. KIANOPING, Chinese str., 1,222, H. Uddin, 27th February—Chinkiang 23rd Feb., General—Chineses. KOWLOON, German str., 1,536, Enigk, 26th February—Chinkiang 22nd Feb., General—Hamburg-Amerika Linie. KWANTUNG, Chinese str., 1,536, Wm. H. Lunt, 26th February—Shanghai 23rd February, General—Chinese. KWONG-SING, British str., 1,428, W. Palmer-Baker, 20th Feb.—Shanghai Feb. 16th, via Swatow 19th, General—Jardine, Matheson & Co. LAIBANG, British str., 3,960, E. J. Tadd, 18th Feb.—Calecuta Feb. 1st, Matheson & Co. LANDRAT SCHEIFFE, German str., 1,640, H. Grandt, 25th February—Saigon 19th Feb., Rice—Siemsen & Co. LOO SOX, German str., 1,220, G. Schultzen, 26th February—Saigon 21st February, Rice—Fukien & Co. LUYU, British str., 1,202, G. J. Spik, 26th February—Haiphong and Hoihow 24th Feb., General—Batterfield & Swire. LYDIAN, German str., 1,772, C. Meyer, 26th Feb.—Hongay 23rd February, Coal—Hamburg-Amerika Linie. MAHL, Norwegian str., 1,197, K. Gabrielsen, 23rd February—Saigon 17th Feb., Rice and Paddy—Wallen & Co. MAHLER, German str., 1,169, P. E. Christiansen, 18th February—Saigon 13th February, General—China Commercial S.S. Co. MAURUS, British str., 1,644, R. H. Houghton, 29th January—Sandakan 23rd January, Timber and General—Jardine, Matheson & Co. MANDAL, Norwegian str., 1,197, K. Gabrielsen, 23rd February—Saigon 17th Feb., Rice and Paddy—Wallen & Co. MANI, German str., 1,169, P. E. Christiansen, 18th February—Saigon 13th February, General—China Commercial S.S. Co. MAURUS, British str., 1,644, R. H. Houghton, 29th January—Sandakan 23rd January, Timber and General—Jardine, Matheson & Co. MONGOLIA, American str., 8,750, R. H. Hathaway, 16th February—San Francisco and Shanghai 25th Feb., General—Pacific Mail & S. Co. NANSHAN, British str., 1,299, Alan Jones, 6th February—Saigon 1st February, Rice—Bradley & Co. NINOSHIN MARU, Japanese str., Shirkawa, 26th February—Saigon 20th February, Rice—Fukien & Co. PERSIA, British str., 2,744, A. Dixon, 11th Jan.—San Francisco 7th Dec. & Port Said, Or. 15th Dec., F. O. & S. S. Co. PHEUMPHEN, British str., 1,300, J. H. Scott, 26th February—Saigon 21st February, Rice and General—Chineses. PONGTONG, German str., 998, W. Böfle, 28th Feb.—Bangkok 24th January, Rice and Meal—Batterfield & Swire. PROGRESS, Norwegian str., 1,671, T. Schjewil, 25th February—Sandakan 19th February, Timber and Firewood—Wallen & Co. PROTON, Norwegian str., 838, T. Seberg, 23rd January—Sarawak 18th Jan., Rice & Flour—Wallen & Co. RUEHL, British str., 1,611, R. W. Almond, 24th February—Manila 21st Feb., General—Shewal, Tomes & Co. SEXTA, German str., 992, Dealer, 21st February—Saigon 14th Feb., Rice—Siemens & Co. SHAWMUS, American str., 6,192, E. V. Roberts, 20th February—Seattle 7th Jan., via Manila 17th February, General—Dowdell & Co. SPIN, Norwegian str., 870, A. Steen, 27th Feb.—Bangkok via Labuan 13th February, Rice—Wallen & Co. SUNGKIAN, British str., 987, G. H. Pennefather, 27th February—Iloilo 22nd Feb., Sugarcane and Hops—Batterfield & Swire. TELEMACHUS, British str., 1,340, Jas. Williamson, 21st February—Saigon 4th Feb., Rice and General—Chinese. THROUD, Norwegian str., 1,091, J. Jorgensen, 27th February—Saigon 22nd February, Rice—Order. TINCSANG, British str., 1,400, E. M. Reynolds, 27th January—Wakamatsu 22nd Jan., Coal—Jardine, Matheson & Co. TROCAS, British str., Garrick, 10th February—Pulo Sambo 2nd Feb., Bull Oil—Meyer & Co. VICTORIA, Swedish str., 939, Hallberg, 21st February—Pulo Laut 10th

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Don't Worry About that Bald Spot for the scalp is smooth and shiny the baldness has come to stay. Better direct your apprehension toward the hairs immediately surrounding the spot, for they will be the first to go, unless you kill the dandruff germs and keep it out of the scalp with NEWBRO'S HERPICIDE.

The time to save your hair is while you have hair to save. Extraordinary results sometimes follow the continued use of NEWBRO'S HERPICIDE.

Doctor Waterhouse, a well known physician of Iowa, and a member of the firm of Dyer & Waterhouse, advised the Rev. R. N. Toms, Pastor of the First Presbyterian Church at Charter Oak, Iowa, to use NEWBRO'S HERPICIDE; read his letter about it:

Mrs. Dyer & Waterhouse, Druggists, Charter Oak, Iowa.

Gentlemen:—The Herpicide you recommended to me for use as a remedy for dandruff and baldness has proved a great success. I have used only one bottle and the result is surprising. The scalp has been thoroughly cleansed from dandruff, the old hair has softened and strengthened; while short, soft hair has already appeared in the bald spots; and I have been greatly relieved from headaches. I most earnestly recommend all afflicted, as I have been, to try NEWBRO'S HERPICIDE.

(Signed) Rev. R. N. Toms,
Pastor First Presbyterian Church,
Charter Oak, Iowa.

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A SAFE REMEDY FOR ALL

SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the Blood, from WHATEVER CAUSE ARISING, you should test the value of Clarke's Blood Mixture, the world-famed Blood Purifier and Restorer. This medicine has 40 years' reputation, and is to-day more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what it promises to do—CURES SKIN AND BLOOD DISEASES PERMANENTLY.

Clarke's Blood Mixture

IS THE FINEST BLOOD PURIFIER
EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. SCROFULA, BAD LEGS, SCURVY, ECZEMA, BLOTHES, SPOTS, BLACKHEADS, ULCERS, PINFLES, SKIN AND BLOOD DISEASES, SORTS OF ALL KINDS.

It is a safe and Permanent Remedy. It is the only real specific for Gout and Rheumatic Pains, for it removes the cause from the Blood and Bones.

NOTE.—This mixture is pleasant to the taste and warranted free from anything injurious to the most delicate constitution of either sex, from infancy to old age, and the Proprietors solicit sufferers to give it a trial to test its value. Thousands of wonderful cures have been effected.

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Mr. E. Lewis, 48 Bridge Street Row, Chester-
writer.—"I took a large bottle of Clarke's Blood
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many things without benefit until I took your remedy.
After the eighth bottle I was quite well again.
Please accept this letter as a token of gratitude to
your wonderful Clarke's Blood Mixture."—June
31, 1903.

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and beware of worthless imitations and substitutes.

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NOW 73 YEARS OF AGE, YET THE
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DR. WILLIAMS' PINK PILLS
CURE HIM HAVE NEVER RETURNED.
Mr. J. G. Nieuwkirk, the popular merchant
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of age he was looking in splendid health, and
reported himself as feeling quite hearty and
well. Certainly he is a marvel of activity for
his years. His enthusiasm about Dr. Williams' Pink
Pills—the medicine which cured him so
miraculously some years ago—is as perfect as
ever, in fact, if anything it has increased,
because of the magnificent permanence of the
cure. The facts concerning this remarkable
cure have already gone the rounds of the public
Press, but for the information of those who
may not yet have seen them we reproduce the
circumstances here in Mr. Nieuwkirk's own
words:—

"For over twenty-five years," said he, "I
suffered tortures from Indigestion and Catarrh of the
Stomach. Although I took the greatest
care as to diet I could eat nothing with
comfort. After every meal, however light and
wholesome, I was tortured with stomach pains
and a felling as if my liver was swollen and
puffed up. My complexion became sallow, I
could not sleep soundly on account of bad
headaches and nervous restlessness, and would
rise from my bed as weak as when I laid down.
All day I felt tired, depressed and hopeless.

"This sort of thing went on until I became
so ill that I thought I would soon die. I
received excellent medical attention, but the
treatment did me very little good. I seemed
to have a score of ailments all at the same
time; it would be impossible to describe half
the symptoms I suffered from. At last I read
of what Dr. Williams' Pink Pills for Pale
People were, and I paid a visit to Dr. Williams
and requested him to prescribe the medicine.

The result was that soon I
found myself getting brighter and livelier
every day, and this improvement continued until
I was sound and well once more. Dr. Williams'
Pink Pills have satisfactorily cured me of all
ailments. I can eat and drink anything I
choose and I can truly say I never felt better
in my life than now."

Thousands of testimonial cured sufferers
proved Dr. Williams' Pink Pills for Pale
People to be the remedy for Anemia, Liver
Complaint, Headaches, Nervous Debility,
Early Decay, Paralysis, Beri Beri, Rheumatism,
Sciatica, Lumbago, disorder of skin
such as Eczema, Scrofula, Boils and Pimples,
and (especially for those ailments which trouble
ladies between youth and middle age.) Men
broken down by overwork, fever, excesses or
residence in unhealthy climates. And in Dr.
Williams' Pink Pills a prompt restorative.
They are obtainable at most shops where
medicines are sold, and also direct from the
Dr. Williams' Medicine Co., Singapore, who
send six bottles for \$3 or one bottle for \$1,
post free.

CAPTAIN WIGGINS.

THE KARA SEA ROUTE TO SIBERIA.

We live so fast nowadays that perhaps some
people have forgotten the name of Captain
Wiggins, the intrepid merchantman who
re-discovered the Kara Sea route to Siberia, and
whose exploits filled a large space in the daily
papers a few years ago. But Captain Wiggins
is not a man who ought to be forgotten, and he
has found his "water career" in Mr. Henry
Johnson, whose book, "The Life and Voyages
of Joseph Wiggins, F.R.G.S." (John Murray),
is based on the journals and letters of his hero.

Joseph Wiggins was not brought up to the
sea. He was born on September 3rd, 1832, at
Norwich, and his father and his uncles drove
some of the celebrated Nelson coaches which ran
from Norwich and other places to London.
Later on his father took the Dog Inn at St. Edmunds,
and renamed it the "Eastern Counties Railroad-Tavern."

There are some capital stories told of Captain
Wiggins, and one of the most curious relates to
his experiences in the Mediterranean.

"It seems odd that, in remaining his hostelry,
he should have paid so much deference to the
"railway fiend," which was gradually creeping
towards Bury, intent on robbing coach-proprietors
of their livelihood. His action seemed
like offering a sop to Cerberus. The fact is
he was under a slight obligation to the "fiend,"
with whom he had formed a temporary alliance.

The coaching fraternity were deprived of
their vocation gradually. When the railway
reached Brentwood, the company contracted
with the brothers to carry passengers to this
place, where the coach, with its living load, was
transferred to a truck and jolted by rail to London.
At Chorlton terminus the coach was removed
from the truck and drawn by a team in readiness,
to its destination—the Green Dragon, Bishopsgate-street, and sometimes
other coaching inns. A similar arrangement
was carried out when the iron road reached
Colchester, but when it touched up with the
passengers from Norwich left the coach and
entered the train."

But the coaching days were passed, and when
the elder Wiggins died he left his widow and
children slenderly provided for. At the age of
fourteen Joseph had to choose a vocation, and
he selected the sea, being apprenticed for five
years to his uncle Joseph Potts, a shipowner, of
Sunderland. He got on rapidly, and at the age
of twenty-one was master of a ship trading to
the Mediterranean. At the early age of twenty-
seven he obtained the command of a steamer,
the Victoria of 4,000 tons, which was the largest
steamer of the day, the Great Eastern only
exceeded. A few years later Captain Wiggins
took up a position on shore at Sunderland
under the Board of Trade, and it was in his
office that he began to study the map of the
Arctic regions, and to be fascinated by the idea
of sailing along the north of Siberia. The first
ship he chartered for the purpose was the Diana,
of 103 tons, this was in 1874, and he nearly had
H. M. Stanley, the African explorer, as his
companion.

A few days before the departure of the
Diana, Mr. H. M. Stanley, who had made the
acquaintance of Captain Wiggins, expressed a
strong wish to accompany him. The incident
was related by the captain himself, in 1889, at a
meeting in Newcastle, over which Earl Grey
presided. "I was writing to Sir William
Mackinnon, the other evening," said the Captain,
"and mentioned that the marvellous man Stan-
ley was again to the fore. I told him that he
was probably not aware that Stanley fell in love
with my idea in 1874, and desired to go out,
and be with me, the first Englishman on these
rivers. I said to him:—Stanley, if you ascend
these rivers and go over Asia home, you will be
the first man to do it, after the fashion of what
you did in Africa." Stanley said:—"You have
the right track; if Bennett will let me go, I
will go with you." I said: "I am nearly dead;
I will go with you." He replied: "Three
days will do. I'll telegraph." He called to

Bennett, and Bennett replied with monosyllable
—No. Stanley sent me that telegram in a
letter, with his deep regret that he could not
accompany me."

Captain Wiggins succeeded in reaching the
mouth of the Obi by the Kara Sea, and saw
that he could reach the Yenesei. His second
attempt was made in a still smaller boat, in
1875.

"He went to Yarmouth in the middle of June,
bought a tiny craft—a mere fishing sloop of only
27 tons, manned usually by a man and a boy,
and took her to Sunderland to be fitted. Some
soaring wheatears looked with astonishment
at this "bit of a boat," and then looked aghast
at the owner, who was standing near. 'It's
only a whinny of Captain Wiggins,' said one to
another. The captain overheard the remark, and
at once chimed in with the rejoinder, 'Well,
then, let's call her the Whinny.' And the Whinny
she was forthwith christened."

"Nearly everybody thought me a most
a lunatic, if not quite," said the captain on one
occasion in his later life, "when I bought this
craft for an Arctic expedition."

His third venture was made in the Thames,
of 120 tons register, in 1876, and was successful
in getting some way up the Yenesei, where he
made friends with some of the Dagsans who
inhabit that part of Siberia:

"The little children," says the captain,
"crept from their warm fur sleeping-bags,
climbed upon my knees, and played quietly
with the buttons on my coat. After supper,
the women industriously applied themselves to
embroidery and bead-work. The older women
sewed the different-colored beads, while the
girls fastened them gaily upon the sleeves
and breasts of the tunics worn by the tribe."

"The older women," says the captain,
"crept from their warm fur sleeping-bags,
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SHIPPING.

ARRIVALS.

ALDENHAM, British str., 4,008, St. John George, 28th February—Australia Feb. 5th, via Manila 25th, General—Gibb, Livingstone & Co.

CLARA JENSEN, German str., 1,000, Saigon, 28th February—Saigon 23rd Feb., E. J. Jensen & Co.

FAURANG, British str., 1,140, H. S. Melkin, 19th February—Sejoung 23rd February, Rice and Timber—Jardine, Matheson & Co.

HAUAN, French str., 377, L. Anderson, 28th February—Hoichow 25th Feb., General—A. R. Mart.

HANGANG, British str., 1,356, S. Wilde, 28th February—Shanghai Feb. 25th, & Swallow 27th, General—Jardine, Matheson & Co.

HILARY, German str., 1,750, H. Uecker, 27th Feb.—Saigon 22nd Feb., Ritter—Sanden Wieland & Co.

HONGKONG, British str., 2,555, R. S. Bainbridge, 27th February—Penang 18th February, General—Chinese.

JIANGCHOW, British str., 1,205, H. Harder, 27th February—Wuhu 23rd February, Rice & Butterfield & Swire.

MANDASAN MARU, Japanese str., 3,246, Hellstrom, 28th February—Kuchibotu 23rd Feb., Con—Mitsui Bussan Kaisha.

PROTEUS, Norwegian str., 1,024, Moller, 28th February—Bangkok 2th February, Rice and Timber—Butterfield & Swire.

SHIKOKU MARU, Japanese str., 1,404, T. Omoshi, 27th February—from Takao, Rice—Chinese.

STETTIN, British str., 1,396, Farrell, 28th Feb.—Singapore 20th Feb., Case Kerosine—McBain & Co.

TAMING, British str., 1,346, A. Sommerville, 28th February—Manila 25th Feb., General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

Aria, British str., for San Francisco.

Hongkong, British str., for Canton.

Hongkong, French str., for K. C. Wan.

Tuba, British str., for Manila.

DEPARTURES.

28th February.

BENMOHR, British str., for Nagasaki.

CHIYUEN, Chinese str., for Shanghai.

HAICHING, British str., for Coast Ports.

KIANGCHOW, Chinese str., for Canton.

LOONGSHAN, British str., for Manila.

SATSUMA, British str., for Shanghai.

YONKEWA MARU, Japanese str., for Saigon.

SHIPPING REPORTS.

The German str. *Hilary* reports: Strong N.E. monsoon and high sea.

The French str. *Hilary* reports: N.E. winds, moderate, sea moderate, overcast with high rain.

The British str. *Sea Lion* reports: Strong monsoon with high sea, clear weather, tillibent 120 miles South of Gap Rock, then drizzling rain to port.

VESSELS IN DOCK.

February 28th.

ABERDEEN DOCKS—Hobart, Tasmania.

KOOTOWN DOCKS—Neil Mcleod, Perua, Surabaya, Cyclop, Oscar II, Entin, H.M.S. Kent, Dagon, Johanna, Loyol.

COLONIAL LOCKS—Chongming.

VESSELS ON THE BERTH

FOR SHANGHAI YOKOHAMA, KOBE AND MOJI.

THE Steamship

ARATTOON APCAR.

Captain A. Stewart, will be despatched for the above Ports 10 DAY, the 20th inst. at NOON, instead of as previously advertised.

This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASSON & CO., LTD., Agents, Hongkong, 27th February, 1908. 410

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship.

EASTERN, Captain McArthur, will be despatched as above TO DAY, the 29th inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Steward and a duly qualified Surgeon are carried.

N.E.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th February, 1908. 317

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCOUATTA, BOMBAY, DJIBOUTI, EGYPT, MARSAILLES, LOND, LA VARE, BORDEAUX, MEDITERRANEA, AND BLACK SEA PORT.

THE Steamship.

ERNEST SIMONS, Captain Girard, will be despatched for MARSAILLES, of TUESDAY, the 3rd March, at 1 P.M.

The Steamer connects at Colombo with Australian ss. "Nera" bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Our sailing will be as follows:

ss. "TONKIN" ... 17th March.

ss. "POLYNESIEN" ... 31st March.

ss. "TOURANE" ... 14th April.

J. MILLET, Agent.

Hongkong, 20th February, 1908. 2

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & BIG	FLAG & BIG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	C. L. Daniel, R.N.E.	P. & O. S. N. Co.	On 7th Mar. at Noon.
LONDON, ANTWERP & HAMBURG	MONTGOMERIE	Brit. str.	—	W. R. Hickey	SHEWAN, TOME & CO.	About 31st March.
MARSEILLES, LONDON & AMSTERDAM VIA SINGAPORE, &c.	SOGOCA	Brit. str.	—	Girard	P. & O. S. N. Co.	On 6th March.
MASSAILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ERNEST SIMONS	Fr. str.	—	H. Petersen	MESSAGERIES MARITIMES.	On 3rd Mar. at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA.	On 4th Mar. at D'light
MARSEILLES, LONDON & ANTWERP	NUBIA	Brit. str.	—	F. J. Fox	NIPPON YUSEN KAISHA.	On 13th Mar. at D'light
MARSEILLES, HAVRE & COPENHAGEN	CATHAY	Dan. str.	—	—	MELCHERS & CO.	About 11th March.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k. w.	Haase	HAMBURG-AMERIKA LINIE.	End of March.
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG &c.	BOHLENSTAUFEN	Ger. str.	k. w.	Pozzelius	HAMBURG-AMERIKA LINIE.	On 15th March.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Kotze	HAMBURG-AMERIKA LINIE.	On 25th March.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k. w.	Müller	HAMBURG-AMERIKA LINIE.	On 7th March.
NAPLES, GENOA, ALGIERS, GIBRALTAR &c.	GOEBEN	Ger. str.	—	B. Wilhelm	MELCHERS & CO.	On 2nd April.
BOSTON & NEW YORK VIA PORTS & STRAITS CANAL	VOORWAERTS	Aus. str.	—	B. Bednarz	SANDER, WIELER & CO.	On 11th Mar. at Noon.
KENNEBEC	—	Brit. str.	—	Beynon	STANDARD OIL CO.	About 17th March.
SAINT PATRICK	—	Brit. str.	—	—	SHEWAN, TOME & CO.	About 16th March.
EMPEROR OF CHINA	—	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th Mar. at 4 P.M.
LENNOX	—	Brit. str.	2 m.	—	—	On 25th Mar. at Noon.
LENNOX	—	Brit. str.	1 m.	—	—	To-day.
SHAWMUT	—	Am. str.	—	E. V. Robert	NISSON YUSEN KAISHA.	On 3rd Mar. at 4 P.M.
AKI MARU	—	Jap. str.	—	M. Yagi	NISSON YUSEN KAISHA.	On 17th Mar. at 4 P.M.
ITO MARU	—	Jap. str.	—	Wm. Thompson	TOYO KISEN KAISHA.	First half of April.
KASATO MARU	—	Jap. str.	—	D. Mori	CHINA COMMERCIAL S.S. CO.	On 4th Mar. at 5 P.M.
MARIE	—	Brit. str.	—	G. C. Christiansen	MELCHERS & CO.	On 3rd Mar. at 6 P.M.
PRINZ SIGISMUND	—	Brit. str.	—	D. Lenz	—	On 3rd Mar. at 6 P.M.
EASTERN	—	Brit. str.	—	McArthur	—	On 4th Mar. at Noon.
YAWATA MARU	—	Brit. str.	—	K. Homma	NISSON YUSEN KAISHA.	On 24th Mar. at Noon.
TAIYUAN	—	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE.	On 9th Mar. at 4 P.M.
NIKHO MARU	—	Jap. str.	—	T. L. Harrison	MELCHERS & CO.	On 17th Mar. at Noon.
PALMA	—	Brit. str.	—	Wm. Bainbridge	NISSON YUSEN KAISHA.	Middle of March.
NIKKO MARU	—	Jap. str.	—	G. W. Cockman, R.N.E.	NISSON YUSEN KAISHA.	On 7th Mar. at D'light
WEIHAIWEI & TIENTSIN	—	Brit. str.	—	—	NISSON YUSEN KAISHA.	About 29th inst.
TSINGTAU, NAGASAKI & VLADIVOSTOCK	—	Brit. str.	—	T. Harrison	NISSON YUSEN KAISHA.	On 18th Mar. at Noon.
TIENTSIN	—	Brit. str.	—	Pand	JAVA-CHINA-JAPAN LINIE.	Quick despatch.
CHINKIANG & WUHU	—	Brit. str.	k. w.	E. Forsyth	BUTTERFIELD & SWIRE.	To-morrow, at 10 A.M.
SHANGHAI	—	Brit. str.	—	T. Stehr	HAMBURG-AMERIKA LINIE.	On 5th March.
MARIGRA	—	Brit. str.	k. w.	F. Wheeler	JARDINE, MATHERSON & CO., LTD.	On 4th Mar. at Noon.
SAMBIA	—	Brit. str.	—	G. H. C. Weston, R.N.E.	HAMBURG-AMERIKA LINIE.	About 6th March.
ARRATOON APCAR	—	Brit. str.	—	A. Stewart	DAVID SASSON & CO., LTD.	To-day, at Noon.
YOCHOW	—	Brit. str.	—	F. Northcombe	BUTTERFIELD & SWIRE.	To-day, at 4 P.M.
BORNED	—	Brit. str.	—	G. W. Gordon	P. & O. S. N. Co.	Abon. 1st March.
TAKASAKI MARU	—	Jap. str.	—	—	NISSON YUSEN KAISHA.	On 4th March.
POLYNEZIA	—	Fr. str.	—	Broo	MESSAGERIES MARITIMES.	About 6th March.
SHOSHU MARU	—	Jap. str.	—	M. Nemoto	OSAKA SHOSEN KAISHA.	On 3rd Mar. at 10 A.M.
HANGSANG	—	Brit. str.	—	A. E. Sandbach	JARDINE, MATHERSON & CO., LTD.	On 3rd Mar. at Noon.
PRINZ LUDWIG	—	Brit. str.	—	C. Binzer	MELCHERS & CO.	About 3rd March.
SHANGHAI, YOKOHAMA & KOBE	—	Brit. str.	—	H. A. Wall	BUTTERFIELD & SWIRE.	On 4th Mar. at 4 P.M.
SHANGHAI, MOJI, KOBE &						

WATCH CLUBS.

The Chief Justice at Shanghai, Sir Haviland de Saumarez, on Feb. 22nd made a thorough exposure of the fraudulent nature of the business of what are well known locally as "Watch Clubs." Without reference to individuals, his Lordship said there was no doubt that the Shanghai Watch Club was not a bona fide honest scheme, and he proceeded to unravel its methods with the following words:—

"I have been at pains to go into the various propositions made which show the stability and financial soundness of this scheme as proffered by the witness Black. He tells you that a club starts with forty members and at the close of forty weeks these members and the others who had taken their places will have disappeared from the Club. Certainly the original forty members will have gone. Some will have paid \$40 and will, therefore, be entitled to a watch; others will have taken watches by drawing a lucky number. Now you will remember that the proposition is that every week there are forty members in the Club before there is a drawing, and, therefore, on the receipt of \$40 a drawing takes place and a watch valued at \$26 is given to the member who wins the prize. Therefore, says Black, every week there will be a profit of \$14. Now, gentlemen, that will be perfectly true for the first four weeks, because there cannot be more than one man getting a watch at any drawing during that time. Therefore at the end of forty weeks the Club will have in hand \$560, which it has drawn from contributors. But, taking a case which is certainly as favourable as any to the owners of the Watch Club, that the men who draw the watches during the first forty weeks are all of them original members of the Club, which is certainly more favourable than if the original members stay in, and assuming for the moment, and it is a perfectly fair assumption, and one not against the Watch Club, that all the original members have disappeared during the forty weeks. Then, says Black, that does not matter in the least, because in the first week of the second forty weeks you still get your \$40. That is quite true, but certainly one watch will mature that week, and so on all through, so that certainly for every week, under the most favourable circumstances for the Watch Club, one watch will be maturing; one member will have paid his \$40 and be entitled to his watch. That might be all right, but you are going to have a lottery as well, and it is impossible to conceive that unless there is manipulation of the number that is drawn out, that number will be the one which has matured. Therefore the presumption is that on a great many days in that second forty weeks the Club will have to provide two watches instead of one. That shows one fallacy in the very glib description given by Black of this concern. Then, again, he's glib methods of winding up by cutting down the clubs. I must remind you that when you have a very large number of clubs, unless you have the watches mature and members disappear, it will take you a great deal more than forty weeks to get rid of your members. I have made the calculation myself and I have found that assuming that there are forty clubs to start with, with 1,000 members at the moment when the people intend to shut down and prevent any more members coming in, so that for the first drawing you reduce the number of clubs to thirty-nine and continue decreasing them according to the number of your members, allowing as you know, if you are honest, that a drawing will take place for the old members who are over and do not exactly fit into a club, then, at the end of forty weeks, supposing that watches do not mature, the number of clubs will be 100, and there are still something like 600 members who have not got their watches. So that at the last moment, instead of coming down to only forty members who have to be worked off, you have suddenly at the end of the arrangement to produce 600 watches to liquidate the concern. I do not think I need labour this any further, but it is obvious from the first part of what I have said, namely, with regard to the way in which the watches will mature, that if you are going to pay \$26 for each watch, and only receive \$21, which is the way it averages up for the first forty members, there must be a loss of some \$5 a week, or looking at it in another way, from the calculations of the Crown Advocate and his witnesses, a loss of \$220. It is perfectly obvious that if the Watch Club is going to be run on these principles there must be something to compensate for this \$220. The same nation, as alleged by Black, is lapped members, members who come in and pay \$1, \$2, \$3 up to \$10, and then stop payments. I can quite understand, especially in a country like China with the Chinese, that lapses will be a very profitable source of income, but it is extremely difficult to understand how, if a concern of this kind is run absolutely fairly, the heavy chances undertaken by the owner of the Club can really be successful. However you put it, at all events it is a pretty speculative concern if you are going on with your drawings. You may rely upon things coming in for instance, strokes of luck when a man does not take his watch, losses, payments in advance, but it is pretty obvious to you that a time must come when there will be a crash. An institution such as this Watch Club, then, seems to me to be one which eminently lends itself to a clever swindler. A man is prepared to start a club of this kind and he runs it until he has got it very full indeed, until he has got a very large number of men in it, until he has got a very large number which may have rolled up to a considerable amount, which very likely has been fostered by delays or by means which men of that kind may produce out of the fertility of their resources, and finally there is a very large balance, and of course at the same time, as you gentlemen at once saw, a very large liability. That seems to me and probably to Mr. Black (laughed) also, a psychological moment for retiring. When a clever swindler tries to get out of a concern of this kind, what he does, of course, is to find some dupes who can be made a stepping stone to get out of the mud, and at all events upon whom he can unload most of his responsibilities. Unfortunately for him, Mr. Dooley was tempted by the propositions laid before him. His was first of all shown that statement of Black's, which I can only characterize as impudent in which he professes that \$66,640 will be the profits of winding up this concern. I really do not know how to describe it; it is one of the most impudent documents I ever saw. Then, unfortunately, Mr. Dooley did not go into the business himself; he put it into the hands of a young accountant. I dare say he did go into it himself, but, at all events, he did not go into it in the way I should have expected from a man in his position. The result is that he is assured that this is a concern in which he may possibly make some money if it is run in a businesslike way. The psychological moment having arrived when it is expedient to clear out, because the business is going down, or at all events culminating, it would be extremely difficult for anyone, however expert, to pull this business through. It has got to go on for a considerable time to make profits, and instead of that you come to the end of your resources. The sinking fund there ought to have been, which Mr. Adams mentioned, disappeared

with the previous manager; instead of assets he has left you a large number of debts which, for the sake of the new institution and in order to keep it going before the public, you are bound to pay. If people heard of an execution being put into the Watch Club, no doubt there would be a run on the institution in double quick time. That appears to have been the position of affairs. If this inquiry has had no other useful end, I think it has had a useful end, in unmasking and showing up a scheme which cannot possibly be an honest one, and one which is extremely likely to lead, with its somewhat tempting propositions, to the delusion of a number of Chinese living in this country. Now, gentlemen, I do not think I need labour the question of this being a rotten and fraudulent concern from its inception."

SCRAPPING WARSHIPS.

ROYAL SOVEREIGN CLASS TO BE WITHDRAWN.

Orders which have been received at the royal dockyards indicate that the vessels of the Royal Sovereign class, with the Barfleur, Centurion and Renown, are soon to be removed from the active list of the Fleet.

These vessels at present constitute the major part of the "Special Reserve," which, under the "great reform" of last year, when the term "reserve" was abolished, became known as "Special Reserve Vessels."

The Royal Sovereign class comprises the name ship, the Royal Oak, Esquise, Ramillies, Revenge, Resolution, Empress of India, and Hood. They were built under the Naval Defence Act of 1889 and are, on an average, about sixteen years old, being armed with four 13.5-inch guns in open barbettes, and ten 6-inch quick-fires.

The worst feature of the ship is that their ends are unarmoured. They are, nevertheless, fully equal to the older vessels maintained in commission by other Powers, and, with its recent unfortunate experience in the scrapping of cruisers in mind, and the necessity which was found for withdrawing some of them from the scrap-heap and putting them in commission again, it is generally felt that the Admiralty ought to think twice before discarding the Royal Sovereign.

If it decides that they are worthless under modern conditions, vessels to replace them should at once be put in hand, as is done in Germany, so that the numerical strength of the Navy will not be reduced.

The Centurion, Barfleur, and Renown are smaller vessels, and not quite so old. The two former carry 10-inch guns as their main armament, and recently had the 4.7's in their secondary batteries replaced by fisher warfare.

The Renown, which was similarly armed, had her 6-inch guns removed prior to going the Prince and Princess of Wales to India, and they have never been replaced.

CHEAPER MONEY ALL OVER THE WORLD.

OUTLOOK FOR BUSINESS GOOD EVERYWHERE.

A London paper cheerfully states:—

Financial conditions all over the world are returning to the normal, money is cheap everywhere, and a renewal of activity in business may now be expected.

The Bank of England yesterday reduced its discount rate to 4 per cent., the point at which it stood before the beginning of the American disturbance, and the Bank of France and the Bank of Germany reduced their rates.

Money is flowing into America in such volume that it is becoming a drug in the market.

On August 15 (when the Bank rate stood at 4 per cent.) it was increased to 4½ per cent., to 5 per cent. in October, and to 7 per cent. on November 7. On January 1 it was reduced to 6 per cent., and to 5 per cent. on January 16.

The Bank of France rate was reduced to 3 per cent., after standing at 3½ per cent. from November 9, previous to which it stood at 4 per cent. from November 7. The Swiss National Bank reduced its rate from 5 per cent. to 4 per cent.

News of a similar reduction of the rate of discount may be expected from the Reichsbank of Berlin, where the rate of discount was standing at 7½ per cent. from November 7 until January 9, when it fell to 6 per cent.

The effect of easier monetary conditions has been most universally noticeable. In London all sections of the Stock Exchange have benefited, more especially the gilt-edged and Kaffr sections; though within the last three days a disposition to take profits has been somewhat evident.

A New York Correspondent says on January 23rd:—

Mr. Cortelyou, the Secretary of the Treasury, has given notice to the New York banks of the withdrawal of £2,000,000 more Government deposits.

Financial conditions have reached such an easy stage that the reductions in the English and French bank rates were not reflected in the operations in Wall-street.

Money is flowing into America so freely that it has become almost a drug. The Government's decision to make further withdrawals of support will therefore have a beneficial effect by absorbing the surplus supply.

Wall-street is so well satisfied with the favourable turn of affairs that attention is now being given to industrial enterprises. While recovery may be slow, it is now regarded as certain.

Withdrawal of Government funds from banks outside New York has also begun, indicating that a normal condition is being regained nearly everywhere. Mr. Cortelyou exchanged views with the bankers before deciding that Government support was no longer needed.

ADMIRALTY CHANGES.

LORD CHARLES BERESFORD AS FIRST SEA LORD.

The Portsmouth "Evening News" yesterday, referring to the persistent rumours that Admiral Lord Charles Beresford is about to haul down his flag permanently, as the outcome of the recent signal incident, printed the following significant statement:—

"We have good reason to believe that this is far removed from the truth. Whether or not the incident is finally closed matters little, but the only reason that is likely to cause Lord Charles to haul down his flag prematurely would be his removal to the Admiralty as First Sea Lord in place of Sir John Fisher."

Our Portsmouth contemporary, which is usually well informed, states that Sir John Fisher may retire from his post at the Admiralty in March, though, as a matter of fact, being an Admiral of the Fleet, he does not retire from active service.

If Sir John retires, his successor will either be Lord Charles Beresford or Admiral of the Fleet Sir A. K. Wilson, and the command of the Channel Fleet would devolve on Admiral Sir A. W. Moore, at present on the China station.

IMPERIAL CRICKET SCHEME.

DR. GRACE'S APPROVAL.

In conversation with a representative of the "Morning Post," Dr. W. G. Grace gave his views on Mr. Abe Bailey's scheme for an Imperial cricket contest, to be held in 1909 between England, South Africa, and Australia which has now been approved in its general principle by the Advisory County Cricket Committee sitting at Lord's.

"I heartily approve Mr. Abe Bailey's scheme," said Dr. Grace, "and every effort should be made to carry it out. I am glad to note that the Advisory Cricket Committee is in favour of its general principle. It would be a good thing for cricket, and would arouse a greater amount of enthusiasm than any cricket contest that has yet taken place. I would, however, point out that it is no use starting these Imperial tournaments unless when our turn comes for sending out an eleven to South Africa or to Australia, we send out the very best possible team."

In the history of our own country there is no more glorious period than that which was ushered in after Queen Elizabeth ascended the throne. The spirit of maritime adventure was particularly in evidence, and the youth of the country were fired with the audacious exploits of unflinching buccaneers like Drake and Frobisher. With this growth of British seafaring, it is natural that something should be done to afford it a measure of protection, and there is evidence to show that in the last decade of the sixteenth century an "Office of Assurance" was in existence, though as to its operations information is unfortunately lacking.

An interesting form of insurance in those days when the seas—particularly the Mediterranean—were infested by pirates, was against personal capture by these rapacious gentry. A brisk business appears to have been done in such policies as the insure, in the event of a claim, having to pay the amount of ransom demanded. No doubt the pirates were aware of this system, for the underwriters had agents scattered about, and it would be interesting to know whether they took advantage of it to hold out for exorbitant sums. In certain cases it might have been cheaper to let the pirates do what they would and face legal proceedings by the next of kin!

The first intimation we get of Edward Lloyd's existence shows that he kept a coffee-house in Tower-street. Later, he removed to Lombard-street, and he appears to have had a very fine establishment. A few years later he embarked on the momentous undertaking of starting a journal devoted principally to shipping news, giving it the title of "Lloyd's News," which was succeeded in 1725 by "Lloyd's List," first a weekly, but soon after a bi-weekly publication.

Lloyd's coffee-house at length had to pay the penalty of popularity, and the staid supporters of the place, who gathered there to transact plain and straightforward business, were greatly scandalised by the ever-growing influx of wild speculators and other undesirable characters. In spite of the efforts of the old frequenter, matters got worse, and about 1770 they took over "Lloyd's List" and installed themselves in Pope's Head Alley, removing in 1774 to quarters in the Royal Exchange.

There is, unfortunately, no evidence to show when the practice of maintaining systematic records of the condition of shipping was initiated, though that this was done by individual underwriters in the days of the old Lloyd's coffee-house, and later by Lloyd himself, is certain. There is in the possession of Lloyd's Register a Register Book, a direct ancestor of the present publication, dated 1704-5-6, and though this is the earliest register extant, there seems to be no doubt that a printed register was in existence about 40 years previously; this, and its predecessors, probably perished in the fire which destroyed the Royal Exchange in 1838.

If a time limit was imposed in the Test Matches and the number of county matches were reduced, the counties engaging in the Championship competition would still be able to play at their full strength. But, after all, the present system in regulating the Championship, though it gives you a good idea of the relative merits of the counties, may be no real criterion of which is absolutely the premier county. In practice it works fairly well; but if this county contest were carried through, every county would naturally agree, as before, to allow its men to play in the event of their being chosen to represent England in a Test Match. If the plan which I have long advocated of dividing the counties into groups were adopted," said Dr. Grace in conclusion, "a great deal more interest would be taken in county cricket than at present. A few counties might possibly suffer under the scheme, but the counties generally would very soon settle down to any new form of organisation and in the long run the public interest taken in the matches played would be greatly increased."

TALE OF AN ASCOT GOWN.

COUNSEL'S DIFFICULTY WITH "PADS."

Interesting secrets of the dressmaking trade were revealed at Brentford County Court when Mrs. Caroline Edwards, trading as Miss Gabbets, of Manchester-street, W. and Upper Richmond-road, Putney, sought to recover £10. 6s. 6d. from Miss V. Johnston, of Avenard-gardens, St. Margaret's-on-Thames.

Mrs. Edwards said Miss Johnston had one dress of grey made up, the price of which was to be two guineas, with trimmings extra. A pink cloth gown, lined with silk and trimmed with chiffon and lace, was to cost seven guineas. Miss Johnston paid £15 for lace to be mounted on the pink dress.

"Had the pink dress been made at Manchester instead of at Putney," she declared, "I should have charged four-and-a-half guineas."

"For the same dress?" asked counsel.

"Yes," she replied. "There is a difference between Putney and West End prices."

The pink dress was put on by Miss Johnston, who walked round in court while the gown was critically examined by several fashionably dressed French experts who had attended to give evidence.

"The dresses were not badly cut," said Miss Johnston, "that I could not recognise myself in them. I looked as if I had been drawn through a mangle, and I was compelled to suggest that pads should be placed on the hips. I used the grey skirt to nurse my dogs in when they were ill."

"My beautiful and costly lace coat was recklessly cut and ruined. I said I wanted the pink gown for Ascot, but I should be sorry to be seen in it."

Addressing the judge, counsel for Mrs. Edwards said: "I suppose your honour is aware that ladies do sometimes have pads on their hips to—er—well, your honour knows what I mean."

"I am very much afraid I do not," replied Judge Howland Roberts.

"Well—er—" continued counsel, "they have pads to make their figures look slimmer. No, I mean pads to make their figures look—er—more pronounced."

"Sir!" exclaimed Miss Johnston's maid, rising excitedly from the body of the court. "My mistress never wears such things."

"Dressmakers," commented the judge in summing up, "whether in Manchester-street or Putney, get as much as they can."

He said the pink dress was not a good fit, and was only worth three and a half guineas. Two guineas, with £10 for extras, must be paid for the grey dress.

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AT LLOYD'S.

CURIOUS HISTORY OF THE FAMOUS REGISTER.

Among the ranks of those whose names are immortalised in the history of the world are to be found some strangely diverse characters. Capt. Boycott, for instance, was one of those men who have attained immortality without leaving it, and in the same category must be placed Edward Lloyd, the coffee-house keeper of Lombard-street, who could certainly never have dreamt, even in his wildest moments, that one day his name would be familiar in every country of the earth—a name which would exercise an influence far greater than Caesar or Napoleon ever possessed. Marine insurance (says the "Svens"), there is very good reason to believe, is an ancient business as that of shipowning itself, though what form it took in the remote ages it is impossible to say.

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Hongkong, 29th February, 1908. 453

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Die amtlichen Veröffentlichungen des Kaiserlich Deutschen Konsulats in Kanton werden während des Jahres 1908 durch den Österreichischen Lloyd und die "Hongkong Daily Press" erfolgen.

KAISELICH DEUTSCHES KONSULAT. Kanton, den 31. December 1907. 2020

BEKANNTMACHUNG.

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Hongkong, 22nd December, 1903.

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HONGKONG ICE COMPANY LIMITED.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Offices of the General Managers at 11.30 A.M. on MONDAY, 2nd March to receive a Statement of the Company's Accounts to 31st December, 1907 and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th instant to the 2nd proximate both days inclusive.

JARDINE, MATTHESON & CO. LTD., General Managers.

Hongkong, 20th February, 1908. 399

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THE CHINA FIRE INSURANCE CO. LIMITED.

Mr. GEO. P. LAMMERT Auctioneer, has received instructions to sell by Public Auction.

On MONDAY, the 2nd day of March, 1908, at 3 o'clock in the afternoon at his AUCTION ROOMS, Buddle Street.

The Household property known and registered in the Land Office as The Remaining Portion of Marine Lot No. 162 with the buildings thereon known as No. 149, Wing Lok Street.

Particulars and Conditions of Sale may be obtained from Mr. Otto KONG SING or

from the Auctioneer.

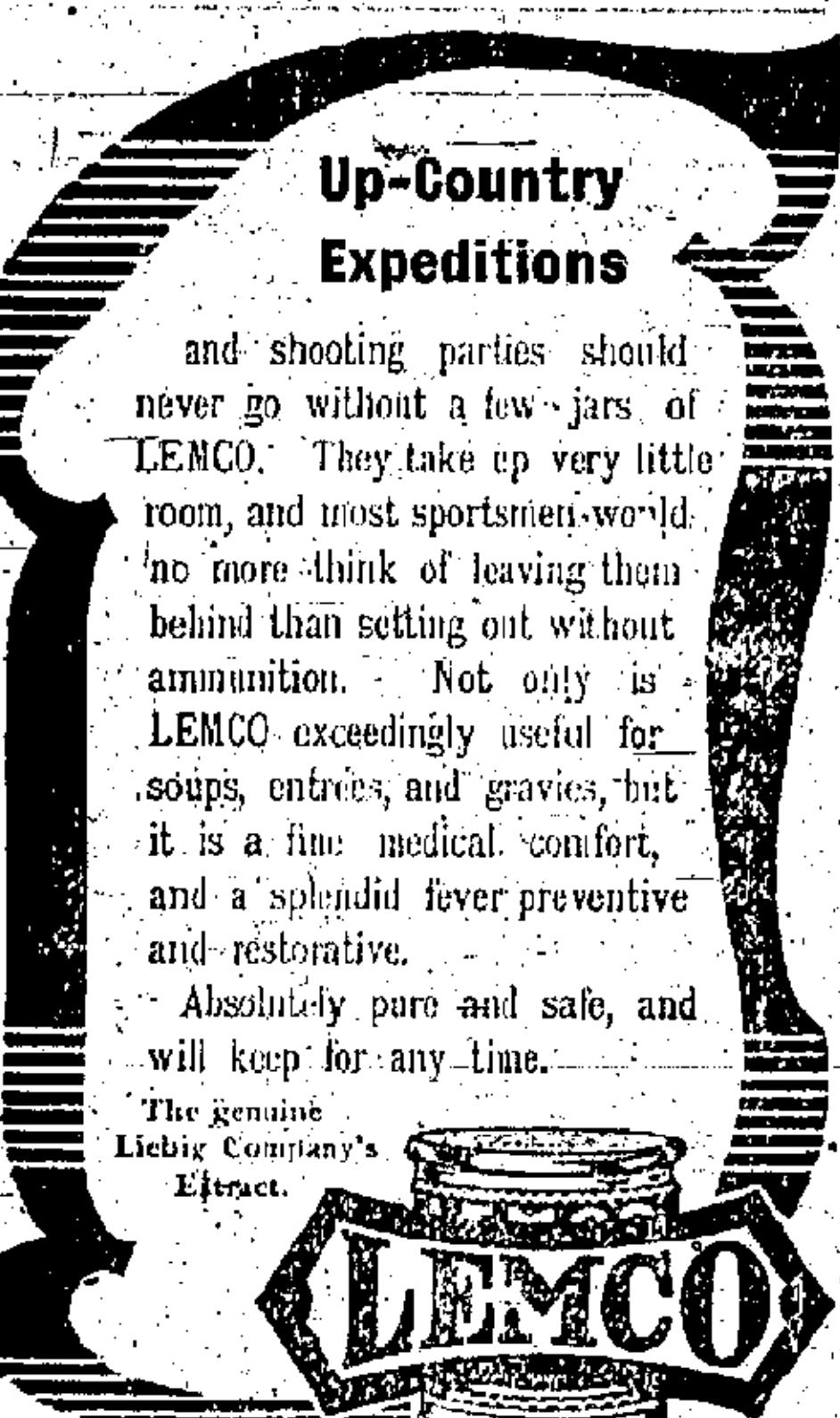
OTTO KONG SING, Solicitor for the Mortgagors.

Hongkong, 20th February, 1908. 400

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Capsules
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to Copiaba,
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Injections—cure
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in forty-eight hours without
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For functional troubles, delay, pain
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HONGKONG'S GREAT DEPRESSION
IN TRADE.

Under this heading the Commercial Supplement of the Times gives an account sent by its Hongkong correspondent on Dec. 9th, which we print here for those who may not have seen it.—ED.]

The year which is drawing to a close has been one of depression even more marked than was the case in 1906; in fact, it is difficult to believe that trade in general could be worse than it has been during this year. Efforts have been made in more than one quarter to ascertain the causes of this depression, and although it can generally be put down to lack of demand from the consuming districts round about, it is difficult to say why this demand should be non-existent or almost so. The rice crops in the interior have not been particularly favourable, it is true, but the silk crops have been good, and must have brought in a great deal of money into China. Piracy, of course, was much in evidence, and the increase of this form of thieving has done something to restrict purchases. It would seem as if South China has been working off accumulated stocks, and this, coupled with the facts that many purchases are being made direct, without coming through Hongkong, and that cheap goods were all along to be had from the much overstocked market of Shanghai, accounts for much of the poor trade of Hongkong. The failure of so many dealers early in the year made the native banks very cautious, and although money has been plentiful, they have not been inclined to advance it freely. The restricted credit has no doubt disengaged much speculative business on the part of the Chinese, but this is for the good of regular and legitimate business.

HIGH RATES OF EXCHANGE.

The poor trade, combined with other reasons, has led to a considerable depreciation of property in the colony, and this is the most striking symptom of the unhealthy state of affairs now existing.

Stocks and shares of local enterprises have also suffered.

The high rate of exchange has been one factor in inducing low prices both for property and shares, as many took advantage of the good exchange available to sell out of their local holdings and convert their property into gold.

Although exchange has declined considerably this last month the high rates of interest ruling at home will prevent much money coming out here for investment for some time.

Many companies are also feeling the results of the losses incurred by the disastrous typhoon of last year.

Exchange has ruled very high during most of the year. A decline in rates in the months of April and May was followed by a quick recovery, and this led to little profit being gained by the Chinese in the greater decline which had taken place these last two months of the year.

Money has been plentiful all the time, but credit has been restricted.

RESTRICTED IMPORTS.

The yarn trade suffered very considerably at the beginning of the year through the failure of practically all the leading Chinese dealers.

The liabilities were enormous and the assets trifling, and in consequence the trade was severely crippled.

The disposal of the enormous stocks left in importers' hands has occupied the greater part of the year, and although at one time it looked as if there would be a revival of demand sufficient to relieve the market, during the last few months there has been very little movement, and the outlook is rather gloomy.

The above applies mainly to the Indian and Japanese spinnings. The higher counts of English yarns have been in good demand, but business has been restricted by high prices and long deliveries asked by spinners at home.

The piece goods trade has been exceptionally bad, particularly so in the case of grey and white shirtings, grey drills, &c. The Chinese here, in the absence of any demand from the interior, have refrained from ordering on their own account, being frightened of a rise in exchange or lower rates for cotton. Fancy goods have been more in request, but demand has been very fluctuating, and has usually been for spot cargo of such a kind as was not to be had at the moment. The impetus given by the late Viceroy Shum to the use of Chinese of European clothing, or clothes in Chinese style, but of serga and white shirtings, grey drills, &c. The Chinese here, in the absence of any demand from the interior, have refrained from ordering on their own account, being frightened of a rise in exchange or lower rates for cotton. Fancy goods have been more in request, but demand has been very fluctuating, and has usually been for spot cargo of such a kind as was not to be had at the moment. 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